Correspondence of The N. Y. Tribune.

BERMUDA, Nov. 9, 1858. Before this reaches you you will doubtless have received, through The Bermudian, an account of the great gale, or hurricane, experienced here on the 24th ult. I only allude to it here to remark, that ro great was the diameter of this evolone, the swell of the sea occasioned by it reached the island of Antigua, causing, by the heavy force of the waves, the vessels in the barbor at that distant island to ride laboriously at their anchors. The center of this storm passed near to the United States flagship Sabine, then in lat. 37 47 N., lon. 63 50 W. The southern edge at the same storm was also felt at St. Thomas, where some vessels were driven ashore.

The United States frigate Sabine, Capt. Adams. bearing the flag of Commodore Shubrick, leaves our waters to-day for Buenos Ayres. The injury to the Sabine's rudder has been repaired as well as it could be done, considering that it could not be unbung. Every effort was made to remove it from its pintles, but without success. The head of the rudder was shattered during the gale of the 24th ult.; and that, with other injuries of less impor-tance, compelled the Sabine to put in here for repairs. Judge Bowlin, Commodore Shubrick, and the other officers of the Sabine, have received every attention here from the Governor and the naval and military authorities.

It will also be interesting to your readers to know that the United States war-vessels Water-Witch and Fulton left Barbadoes on the 23d ult., and the Harriet Lane on the 25th, all for Pernambuco. This information was received here by the arrival of the steamer Delta from St. Thomas on the 7th inst.

CANADA.

TORONTO, Nov. 21, 1858.

On Friday and Saturday last the write against three members of the Administration for alleged illegal holding of their seats in the Legislature, after they had been vacated by the reacceptance of office, came up for argument before the Judges. The suits against Postmaster-General Smith and Mr. Vonkoughnett, Commissioner of Crown Lands, were brought in the Court of Queen's Bench: that against Attorney-General Macdonald was brought in the Court of Common Pleas. The case of the Postmaster-General first came up for argument; and, as a matter of course, the arguments in the other cases were little else than a repetition of those used in this. The argument was com-menced by Mr. Adam Wilson, who was followed by Mr. Patterson, on behalf of the plaintiff, Mr. Allan McDonald. The circumstances under which these suits were brought are these: In the month of July last, the MacDonald-Cartier Governor resigned on a vote of the Legislative Assembly condemning the selection by the Queen, made or reference by the Canadian Parliament, which could not agree upon any one place as a capital, of Ottawa, as the permanent seat of Government for the United Canadas. Mr. Brown was called in, as State physician, at this crisis, and he, with the assistance of Mr. Porion, acting on behalf of Lower Canads, formed a Government. On the first night of its existence, both Houses of the Legislature declared their want of confidence in the coalition; and the Ministry asked the Governor-General to This his Excellency refused dissolve Parliament. This his Excellency refused to do; and the new Cabinet, after holding office for two days, resigned. The old Government now went back in a slightly modified form; and they contrived so to manage matters that they did not go back to their constituents for reelection. In 1857, the year before, a statute had been passed provid-ing that a minister might resign one office and accept another within a month, without being required to submit the act to the judgment of his constituents. This the Cartier-Macdonald minis-try did; but it is contended that it was not done in a way that was legal. The counsel for the plaintiff in arguing the case of the Postmaster-General, took the ground that when the Ministers resigned in the first instance, they ought to have had in contemplation the acceptance of other offices; resume office after ar that they could not intermediate occupant had stepped in; that if they could legally have changed once they could change twice; and that the acceptance for one day, in the case of Mr. Smith and Mr. Macdonald, of offices which they did not intend to keep, and the duties of which they did not intend to perform, was 'colorable" and fraudulent. Mr. Smith and Mr. Macdenald made two changes, in order to come within the provisions of the statute. The law simply provides that in cases where Ministers change one office and accept another within a month, they shall not forfeit their seats in Parlia-None of them could, therefore, go back directly to their old offices; for in that case there could be no change. Mr. Smith was therefore gazetted President of the Council, one day—which was a change from the Postmaster-Generalship and the next gazetted to his old office, having taken a liberal advantage of the law by changtaken a liberal advantage of the law by changing twice. Mr. Vonkoughnett changed but
once, from the Presidency of the Executive Council to the Commissionership of Crown
Lands, Mr. D. H. Camaron and Mr. Eccles
were engaged for the defense in the case of Mr.
Smith: the latter taking the extraordinary ground
that the statute under which those changes of office were made was unconstitutional; that it interfered with the Union Act, an Imperial Statute, and should, therefore, have received the express and direct sanction of the Queen, which it did not: that the Canadian Parliament, being created by a superior power, is of the nature of a corporation, and as such cannot alter the conditions of its own existence. For these reasons he contended that the statute was unconstitutional and void. difficult to understand what was to be gained by this line of argument; for, if the statute under which these changes of office were made be void, then it is clear that Ministers would be in a wrong box, for they could not for a moment pretend to a right to sit in Parliament, except one, Mr. Ross, who is a Crown-appointed Legislative Councillor, and holds his seat for life, after their reacceptance of office. Judgment was deferred in both Courts, but will prebably be delivered in a short time. All the Ministers thus brought into Court are lawyers; but not one of them pleaded his own case or even appeared in Court while the argument was Should judgment be in favor of the degoing on. Should Judgment be at later of the fendants, the cases will be appealed, first to our own Court of Appeals, and ultimately, if neces-sary, to the Privy Council in England. It has been announced on behalf of the plaintiff, that, in case of judgment going in his favor, he does not in-tend to levy for a cent of the damages, which, in each case, would be from \$30,000 to \$40,000. It

It has been publicly announced that one of the three Ministers against whom these suits are brought, Attorney-General Macdonald, is on the point of retiring from office. Three of his col-leagues have been in England nearly ever since the commencement of the recess, on business, it is said, connected with the projected inter-colorial railroad, and a federal union of the Provinces, Lord Bury, who is here on business con-nected with the Galway and Halifax hae of steamships, and the inter-colonial railway, stated, at a complimentary dinner given to him the taller day, that whenever the Colonies agreed to do their parts, in relation to the inter-colonial railway, the Imperial Government, which looks upon it as an imperial enterprise, will be ready to do as part. But, he spite of this statement, it is generally felt, in web-informed quarters here, that the deliculty will be with the Imperial Government, and not with the P'ovinces. The Ministers who have been to England, were to sail, on their return, on the 17th inst. "o what extent their mission has been successful is not yet known. Among other things, they had some negotiations with the Imperial Government, in regard to certain timber shipped at Portland for the English market. It is now, on its arrival in England, treated as foreign produce, and thus enters on 'ess favorable | But the old rivairy continues, no matter how much

is said that the leading counsel for the plaintiff has

little hope of being able to get a verdict.

terms than it is entitled to enter. This disadvantage is, I believe, in a fair way of being removal.

The revenue, for the first three quarters of the present year, shows a decline of shout \$6-0,000 as compared with the corresponding period of last year. The month of October shows a slight recovrevenue being slightly in excess of that collected in the corresponding month of last year. The two last months of the year will probably be about equal to last year; so that the whole decline of the presert year's revenue, as compared with the last, may be set down at the amount of the as-certained deficiency in the first three quarters of the year. The decline of this year's revenue, as the year. The decline of this year's revenue, as compared with that of 1856, will not be less than \$1,300,000. This decline has taken place in spite of new taxes and a double augmentation of the revenue. The country will be very bare of foreign goods by next Spring, and trade will have returned to a healthy basis. How far the process of liquidation has gone on, it is difficult to say; the fact that we have had short harvests in consecutive years does not speak well. It is pretty well ascertained, from statistics collected by the Bureau of Agriculture, that the wheat crop of this year was 25 per cent deficient, or less than an average. This deficiency is partly owing to rust, but chiefly to the depredations of the fly. Spring wheat, strange to say, turned, out better than Winter wheat, the actual yield being greater, owing to its greater freedom from those enemies which assail Winter wheat, and which are every year becoming more fatal. It is impossible to say where all this is to end, but it is known that Lower Canada, which at one time produced fully a million of bushels in excess of its own wants, afterward was reduced to half enough for the con-

sumption of its own population.

The weather continues remarkably open and mild. There is said to be sleighing out north, but here there is not a flake of snow to be seen.

FROM PHILADELPHIA.

HOMES FOR THE MAGDALENS-ALLIBONE'S TRIAL-OVERDOING THE FIRE EXGINES-CRASH OF A COAL COMPANY-READING RAILROAD---JEWISH REMONSTRANTS----A NEW POTATO.

From Our Own Correspondent. PHILADELPHIA, Nov. 22, 1858.

If no humanitarian agencies were at work to stem the ever-flowing tide of immorality presented by such a city as this, there would be danger of a relapse into licentious barbarism. But while one class is seeking to swell this tide, there are many others waging constant warfare against its encroachments. Not the least deserving of notice and encouragement, among these, is what is known as the Rosine Association, a female organization devoted to rescuing from vice and degredation the fallen women of our city. They seek, also, to maintain an asylum wherein these redeemed outeasts may receive religious instruction, and be taught how to gain a reputable living by their own labor. The Association is wholly under the charge of some of the most estimable women of our city. Last week they held a public meeting. An address from Mrs. Antoinette Brown proved to be a great attraction, and the large hall where the Association met was filled with a respectable audience. The Secretary, Miss Anna Shoemaker, read in excellent style the Annual Report—a document most admira-bly written, full of interesting facts and suggestions, and reflecting high credit on the talent and benevolence of its fair author. It developed with cloquent precision the great cause of so much female degradation always present in a large city-the neglect or deprivation of parental care in early One girl was referred to, now charge, whose father had been debased by the rumshops, and whose equally debased mother had lived on the wages of her daughter's shame. More than two-thirds of those now sheltered by the Association were left orphans in early life, some de-prived of both parents, others of only their fathers, but the surviving parent left with nothing but the labor of her hands as a dependence. Under de-pressing circumstances of this kind families of young girls become divided, and are forced into positions where many of them become a prey to the spoiler. The Association have had 531 of these deceived creatures under care, more than twothirds of whom were under 25 years of age, while some were only 13 years old. Among them were cases of shocking familiarity with vice. Yet in the elevation of these girls a successful work has been accomplished. Eighteen of them are known to be respectably married, and many others may been equally fortunate, though known, as they have gone away into the country One has carned and saved \$300, and the father of one, who drove his erring child from his door, has been himself brought penitent to the altar of a Christian church, through the influence of that now reformed daughter. Even the keepers of infamous houses have been wholly reformed under the auspices of the Association, and are now laboring effectively in the good cause. Such are some of the striking results achieved by these ladies. Their efforts are sustained almost wholly by voluntary contribution. Had they more funds premises to accommodate the crowd of awakened Magdalens, who press upon them for admission, they could make a decided impression

on this formidable vice of Philadelphia,
Allibone's trial for defrauding the Bank of Penn-Annote's trial for derivating the bank of Pennsylvania is set down for Monday next. But last week the District-Atiorney's Deputy, Mr. Loughead, called on the President, and asked him to furnish additional counsel to aid in the presecution. This extraordinary demand, only ten days before the trial, induced the President to call the stockholders together, that they might decide on what was best to be done. He stated to the meeting that Mr. Loughead had not only asked for additional counsel, but had named who that counsel ought to The meeting was rather stormy, and many centlemen offered to contribute liberally toward the prosecution; but the general sentiment was, that the District-Attorney was too late in his application—that he should have made it months ago—a there was a feeling that the whole prosecution was a sham, without any intention to convict. The indictment was found eight months ago, yet the trial has been postponed from time to various frivolous pretenses; the indictment has also been mutilated by having several of its counts quashed, and now the chances are that, even next week, the counsel on both sides will go into a further postponement. The stockholders seemed resolutely determined to ferret out the authors of the huge plunder under which they suffer so much. Should the trial ever take place, they look for it to disclose some proof as to where the bank's money has gone; and a clue once obtained, they mean to follow it up, and punish the concealed swindler,

wherever he may be.
Last Winter and Spring we ran wild on the subject of Passenger Railways, of which we now have some sixty miles, either built or threatened. Greatly as they promote our comfort, the people obtained them only after a fierce struggle with the opposition. But now there is a general astonishment, even among the opposition, that any one should have objected to them. From the extreme of hostility we run directly to the other of over-doing. It is just so with the steam fire engines. doing. It is just so with the steam fire engine. The first one brought out was for a long time fectually tabooed. It was hated so heartily that mobs even attempted to destroy it. with our usual impulsiveness, even rowdy firemen are ready to fall down and worship it whenever it appears in the street. Twenty-two companies have amounced their intention to have these ma-chines, and there seems to be no difficulty in get-ting the money to pay for them. The authorities have actually had to interfere to limit the number to thirteen to whom manicipal support shall be ex-tended. What a revolution in public sentiment this action implies! Thus nine companies must raise their funds from private contribution. This necessity will generate bad blood among the firemen, and the favored steamers will become espe-cial objects of volunteer hostility, which will show itself in fights and riots even more bloody than we have had for years past. It was hoped the steamers would reform all these outrages and break up

the lawless gangs who ran with the hand machines.

money it may cost. It will undoubtedly end in breaking up the voluntary system and les to a

paid department, as the nuisance has be ome too intolerable to be endured much longer. The bowl-holders of the Dauphia and Sasque-The bon's holders of the Dauphin and Sasque-hanna Coal Company have brough, the preperty and franchises of that Corperation to the hammer, and they will be sold in March next, at the Ex-change in this city. The mortgage debt under which this proceeding is had amounts to \$97,000, with interest from April, 1851. The property to be sold consists of 41,766 acres of land in Dauphin and Lebanon Counties—coal-mines, steam-engines, dwelling-houses, machine mines, steam-engines, dwelling-houses, machine and workshops, farms, saw-mills, and a vast collection of extremely valuable property on which large sums of morey have been expended. This sale is one of the beneficial results of free trade.

The net profits of the Reading Railroad for Octoher are announced as being \$145,313, and for the past eleven menths \$1,047,004 81. The October profits exceed those of last year \$38,337, and the excess of receipts in the same mouth is \$55,934. But on the whole eleven months' business the decrease of net profit has been \$298,606,74. Compared a sit. pared with many Western roads, this is quite a favorable show for such unexampled prostration of all the great staples on which this road relies all the great staples on which his road relices for business. The whole profit for the year will probably reach \$1,200,000, and the least favorable turn in business will send it up, another year, to the maximum of better days. The Reading has leased the Chester Valley Railroad, running from Morristown to Downingtown, and this will prove lucrative feeder to the former, as it traverses the garden-spot of Pennsylvania, and will send over the Reading Railroad to Philadelphia immense amounts of live stock, farm products, milk, &c., which never came to market over that route. But the stock of the Reading, though possessed of great intrinsic value, will continue to vibrate between built and bear until a decided revival of general business begins to show itself. When that comes, or even when the certainty of its coming is generally admitted, Reading stock will be the subject of an armed also. ject of as remarkable a speculation as we have witnessed for many months.

Our Jewish citizens are highly excited at the action of the Roman authorities in the abduction of Mortara's child, and have had a general inceting to agree upon plans to defeat the object of the Inquisition. They resolved to unite with all other Israelites throughout Europe and America, in any measure to obtain the restoration of the child; to appeal to the President that he may use his good offices, in conjunction with other powers, for this end, and to obtain an interdict against similar claudestine baptisms; to contribute to any fund raised for the accomplishment of these ends, and closed by appointing a committee of twelve to take charge of the subject. Several members of Christian denominations participated in the proceedings, and expressed a hearty sympathy with the object of the

A new agricultural wonder made its appearance ere last week, in the shape of what is called the 'Peachblow Potato," A whole cargo of them arrived from New-Jersey, where they were raised from seed originated by Mr. John R. Sears of New-York. It seems that Mr. Sears last year had a large quantity of these potatoes to dispose of for seed, and to induce farmers to purchase and plant, he engaged to give 60 cents per bushel for all the product. Many farmers in the river counties of New-Jersey accordingly purchased, and some 25,000 bushels were raised the present season. The merit of the new article is in its great productiveness, combined with its being a really desirable edible. An acre in Burlington County, planted with three and a half barrels of seed, yielded 3% bushels of potatoes, and two acres in Salem County,

planted with five barrels of seed, yielded 500 bush-els. The average product is 250 bushels per acre. It is said the variety succeeds better in New-Jersey and Pennsylvania than in New-York, and that where the farmers in the former are within reach of mark, the product is very large and the quality very superior. The cargo received here met with sale at good prices, and it is quite certain that the new potato has now obtained so strong a foothold among the farmers, that no farther coaxing will be required to insure its continued culti vation.

FROM BALTIMORE. Correspondence of The N. Y. Tribune. BALTIMORE, November 18, 1858.

For a considerable time past the proper authorities have been consulting together as to the propriety of a therough reorganization of our Fire Department. It has long been deemed acvisable by many to abolish the volunteer system as soon as it could be dene with safety. For the purpose of having the matterfully

discussed and properly brought before the public, a commission was appointed some time since, who presented a majority and minority report, and pretty fully canvassed the whole subject. Subsequently, the City Council passed an ordinance supposed to embrace the desired changes, and contemplating an union of the paid and volunteer systems, and of steam and manual-labor engines, which ordinance only awarded the signature of the Mayor to become operative. After much consultation with the leading members of the Fire Department, and several weeks' deliberation, the Mayor has issued a special message on the subject, in which he has given his sentiments with his usual practical good sense. He says: "After the most cardial examination of the whole subject, it seems to me that the "only plan which is certain to insure success, and "bring about the refum see much needed, is the intro-"duction of an out-had-out paid Department, to consists exclusively of steam machinery, other the direct "management and control of the municipal authorities. The power to correct abuses, and to super-"vise the extraordinary and current expenses of such "a service, should be referred to the source from "whence its support is derived." He closes his message by refusing his signature to the ordinance, unless and volunteer systems, and of steam and man sage by refusing his signature to the ordinance, unless modified to meet his views, of which the above extract is the embediment. This decision will meet the views

of most of our citizens who have no personal interest in the continuance of our present inefficient and badly regulated system.

Some months since a Southern firm shipped to Baltimore some reventy bales of cotton, consigned to Fenly & Bro., commission merebants, for sale. Their draft was accepted by Fenly & Bro., and the cotton was sold by those gentlemen to Dinsmore & Kyle, and soon after this the consignees stopped payment. The draft tot being paid at materity, it was discovered that Dinsmore & Kyle beloined the cotton as an offset to a debt due them by Fenly & Bro. Accordingly the Southern consigners brought suit against Dassitore & Kyle to receive the value of the Cotton. The case was argued before Judge Gins of the United States Circuit Court, who decided in favor of the plaintiffs. This decision has occasioned much discussion in commercial circles. It is understood that the matter will be carried to the Supreme Court by Messix. Donsmore and Kyle, and the decision of Judge Taney is locked for with much interest.

Desired President. Whereupon he amounced his intention to pursue the following course in the government of the road:

"First Caseful discrimination is favor of the rade of Baltimore, by so arranging the tanif as to give the bishess of this civitie full advantages of its geographical beating." Second. The promotion in very judicious of the following the station of the road of the trackers combined with the proper protection and advancement of every interest—commercial, mechanic, manufacturing aimeral and agricultural.

"Taret: The maintenance of the read and machinery in the enlated system. Some months since a Southern firm shipped to Bal-

nt of every interest—commercial, mechanic, mainteriorial cond and acrossiconal.

**Threst The maintenance of the road and machinery in the stand next effective condition.

**Fourth: Stirit accountability and judicious economy in every department. "Fight: A rail develop of promotion throughout the service,

cording to merit and seniority."

The election of Mr. Garrett is generally conceded to have been a very judicious move on the part of the Bosrd, as his extensive practical knowledge and executive ability render him eminently qualified for the station. At the same meeting, Mr. J. L. Atkinson, who has long and faithfully fitted the office of Treas-

who has long and liability fined the effect of Treasurer, was rejected to that position.

In the Criminal Court, on Wednesday, the counsel of Henry Gambrill were heard by Judge Stump in layer of their motion for a new trint. They alleged that the Jury had been improperly interfered with by a member of the Grand Jury, and that they had access to incommittee which formed no part of the evidence. This eferred to a publication in The Sun newspaper as to the production of a certain very material witness, who, the defense had stated at the adjournment of the Court, would be preduced next day. The object of the defense in bril ging forward this witness was stated by The Sun to be his confession of having committed the murder himself. After considerable discussion on both sides his Homor determed his decision is the case for a

crowding Judge Price just now with their cases considerably. From the experience of a few just dispo of, we should think no fears need be entertained of, we should think no feareneed be entertained of their receiving the reward of merit according to their respective deserts. There has been quite a flattering lately among the rowdes infesting the north-western section of the city, especially the colleagues of Cropps and Corrie, in consequence of developments from one of their number implicating several others in the morder of Policemen Rindon. The Philadelphia cars accordingly witnessed quite a stampede of these worthies to grace the City of Bratherly Love with their presence until their fears of arrest shall have blown over. The particular rection relieved from their presence has enjoyed comparative quietness since their hegita, and it is he ped they will find a residence elsewhere more congenial than a return to their old haunts.

FROM ONTONAGON.

We have The Miner of October 30, November 6 and 13, from which we take all the news stirring in that part of the Upper Peninsula. Between the 6th and 12th, two overland mails arrived, via Wansan, Wis., and Eagle Lake, being the first time that overland arrivals have taken place prior to the last arrival by

R. Johnson of Superior has taken the contract for R. Johnson of Superior has taken the context of carrying the mail overland between that place and Ontonagon. Mr. J. came through having been four weeks on the route. The trail has been straightened and great y improved, especially from Gogebic Lake to Montreal River, by which route the mail will come when the toe does not allow a long to the lake. The Winter mails will leave the head of the Lake about the middle of November, going scalmosthly. The offices on the route are Bayfield, La Odnte, Whittlesey, Odanah (at the Bad River Mis-on, Wis) and Pewabic. The new Protestant church at the Minnesota Mine

dicated Oct. 17, the Rev. W. May preaching

the dedicatory sermen.

The mining news is not very important. The prospects at the National are constantly improving. Their September product was nine time; their October product will be from twelve to fifteen time. They are working about 100 men, which will be increased during the Winter. The works at the West Minnesota are stendily progressing. Pheir will level, driven over 800 feet through clay and sand at a cost of \$2,000, has reached the took and in sight, opening they are taken. reached the rock, and in slight openings they are taking out considerable stamp and barrel work. The n is large, regular, and unusually rich, considering alight depth they have attained in the rock. The vein is unquestionably the same as the se glomerate lode work at the Minnesota an glomerate lode work at the Minnesota and National, and the "surface show" compares favorably with the openings upon it, at either of these mines. Their adit is the largest, with one exception, that has ever been driven in the Lake Superior region for purposes of exploring. The work is to be pushed this Winter. A tribute contract has been made with Mr. McNorton to work a small party at the Victoria. They have raised and shipped eight barrels of copper, three of which weighed 3,335 pounds. A sufficient amount of stamp barrel and mass copper is now being taken from a vein on which a pushing mate was now operating, the stock in the Norwich would at once courmine to justify the opinion that, if taken from a vein on which a paying more was new operating, the stock in the Norwich would at once conmand \$10 per share. There is a report that the Canal Company's exploring party in the vicinity of Portage Lake have found a Powahie vein on their The Canal Company's results of the control of the canal of the cana Canal Company's exploring party in the vicinity of Portage Lake have found a Pewahic vein on their lands some mile or more east of the Franklin. The news of the Portage Lake are now increasing their product in mineral in a ratio far above that of the other districts of the copper region. Last year these mines shipped about 700 time of mineral, and they will get off this year about 1,100 time, providing shipping facilities are offered as late as they were last Fall. This shows an increase of about 57 per cent, notwithstanding one important mine (the Portage) has entirely suspended in the mean time. In addition to this, a vast amount of miseral, in the form of stamp work, has been raised which is not quite available for shipment, but which will contribute largely to the product of the causing year. The mine works, except those for exploration merely, are entirely confined to two great veins. One of them, the great Pewahic lode, is upon the northern side of the lake, and has been explored at various points for about two and a half miles in extent. The Quincy, Pewahic and Franklin mines are now at work upon it. The other lode is opened only on the southern side of the lake. It lies considerably to the east of the Pewahic vein, and the Lale Royale and Haron mines are working upon it. The average width of the good unional ground of the Pewahic and Isle Royale lode is about twelve feet or two fathoms, which is extremely large, as two feet would be considered good with for twelve feet or two fathoms, which is extremely large, as two feet would be considered good with for

LAKE SUPERIOR-TERRIBLE STORMS.

From The Detroit Tribune of Nov. 22. amer North Star, Capt. B. G. Sweet, arrived The steamer North Star, Capt. B. G. Sweet, arrived resterday from Lake Superior, being the last of the Lake Superior fleet of the senson, excepting the Lady Eigin of Chicago, the others having all gone into Witterquarters. The Star left here on the morning of the 31st of October, having been absent three weeks. She was detained by a series of storms al-

weeks. She was detained by a series of storms al-most unexampled in violence, which have swept over Lake Superior during her absence.

The only eraft eneight outside during the prevalence of one of these storms, appears to have been the Lady Eigin, which experienced the full force of the terrific gale which occurred between the 13th and 15th, when gale which occurred between the 13th and 15th, when between White-Fish Point and Marquette, bound up. The Elgin, it will be remembered, had taken on the cargo of the Gen. Taylor, and was leaded to the guards. Under the circumstances her escape is most fortunate. The wind blew a perfect gale and the sea swept completely over her, breaking in her upper works. The angry waves seemed every moment about to engulf her. One heavy sea dashed into her hold through the batch way and damaged a quantity of drugs and unif her. One heavy sea dashed into her held through the hatchway and damaged a quantity of drogs and other goods. She attempted to make Marquette har-ber at I o'clock on the morning of the 15tz, but was driven off toward Keweenaw Point. Here she again henced for Marquette and reached the harbor in safety the same day. She was completely encased in thick ice. She afterward by along side of the Star at Por-tege Entry, which place she left on Tuesday evening, bound up. As moderate weather has been experienced since she left the Entry, there is no cause for appre-heration recording bur analoty.

hension regarding her safety.

The North Star left Superior on the morning of the 13th, ran into Copper Harbor on Sansay, and there she lay thirty-six hours wind bound, during the prevalence of the gale encountered by the Lady Elgin. The Portage Entry, where she lay from Monday evening to Wednesday morning, waiting for copper. Had a another detention of twenty-four hours was experienced at Detour.

Capt. Sweet informs us that when he left pleasant

Capt. Sweet informs us that when he are peasant.

Wheter weather prevailed, and no ice was seen either at the Saut or above. At Marquette the sleighing had been excellent for upward of a week, with ten inches of snow. At Bay de Nocquet, the snow was

inches of show. At Pay or constraint suches deep,

The Star brought drown about 200 tuns copper, of which about 100 tuns is from the Quincy mine of Detroit Smelling Works, and the balance from the Pewabic and Isle Royale mines, consigned to Buston. She also had a large load of hides and sundries for Detroit and Cleveland.

FROM THE ROCKY MOUNTAINS.

Correspondence of The N. Y. Tribune. St. Joseph, Missouri, Nov. 15, 1858.

Capt, Charles L. Moses, the well-known sea captain, astronomer and computer of barametrical hights, eached our city from his scene of labors this morning, en route for the residence of his mother, who resides at Louisville, Ky. He has put us in possession of the hights of every point of land between Fort Kearney and the Rocky Mountains, and, more westerly, the Wah satch Mountains. His indefatigable labors and great satch Mountains. It is indetatigate labors and great success have wen an enduring name for our merchant shipmasters. The highest point attained above the sea was 9,183 45 670 900; the barometer being below 22 inches. Capt. M. has the satisfaction of knowing that his is the first appointment that any merchant captain has ever yet received in the United States. He is a thoroughbred sailor, having followed the sea for 21 years, beginning as a boy before the mast with Capt. Cooksey of Baitimore.

NOT DOWN IN THE BULLS .- The Baltimore Dispatch recounts a scene which occurred at the Holliday-street Theater, a few evenings since, which was not in the

"A fine looking young woman, in more than the "A fine looking young woman, in more than the manal amplitude of crinoline, entered with her bean, and was making her way through the already well-filled seats in the front row of the first circle, where piaces had been reserved for them. To do so with all the freedom of feminine Young America, she stapped upon the seats, when, unfortunately, her hoops, or rather the lower part of her skeleton skirt, caught upon the back of one of the seats as she swept by, and the fasting about the walst parties, the whole concern the fasting about the waist parting, the whole concern came down "by the run," and as she stepped forward and out of it, the skeleton was left hanging in full view and out of it, the skeleton was left hanging in full view upon the seat. The change was astonishing: the fall blown belle at one moment, the reat, looked like a lamp-post with a silk dress tied around it. For a moment the young lady was unconscious of the accident, rested several months since on the charge of arson, is expected to come on during the approaching session of the Baltimore County Court. The rescules of our city seem to think a change of air beneficial, as they are

PUBLIC MEETINGS

new ideas her also its advantages. There were, he

said, two classes of languages; one, which, like Greek,

MR. MARSH'S EIGHTH LECTURE. Mr. Mansu devoted his Eighth Lecture on the E

German, Icelandic and Anglo-Saxon, built up new words to represent new conceptions with words already in use in the language; while the other, like the Latin and Ro nance, imported its new words or formed them from obsolete roots. Between these came the E glish, but nearer the last. So strong was this character. stic in the Anglo-Saxonthai, although the Anglo-Saxon version of the Bible was translated direct from the Latin vulgate, very few Latinisms crept into the translation. Words which one version had copied and not translated, prophet, scribe, seepeer, sepulcher, conturion, resurrection, disciple, parable, treasure, Pharisee, all Latin, Greek, or Hebrew, which had been accepted by us, were translated in the Angle-Saxon version. The propact was the wise sayer; the sepulcher a burial-place; the scribe a book man; the centu-sion a hundred-man; and the disciple a learningwouth. He could not but regard this fact as a matter of some weight in support of the argument that the primitive Augliean church was comparatively independent of the Papal See. The old Anglo-Saxons and the Germans now-a-days had this advantage over us, that their new words were perfectly intelligible; these were the nature-speeches of man, more expressive and more pictorial, because more alive than the others. In these larguages a native could at once extemporize a word to express his blea, and his new word would be intelto all who spoke his language. So Aristophanes ould in one Greek word say: a man-who-rises-earlyin the morning-and hurries to the tribunal-to-denounce -another - for-an - infraction of -a - law-concerning-thetransportation-of-thieres. Richter quoted Forster as authority for the existence of a sanscrit word of 152 syllables. In Icelandic, Auglo-Saxon and German were many very important particles. Mr. Mashh gave some striking examples of their expressiveness in Icelandic and Anglo Saxon. The writer who should restore the use of these would do a far greater work for us than he who naturalized thousands of Romance words. How much we should lose if forlors, forge and farsners were to become obsolete; but not more than we had lest in the obsolescence of forbled, faint from loss of blood; forjudge, to condemn unjustly; forpine, to waste away: forchased, wearied by parsuit; and for wept, exhausted with weeping. Still these were by no means irrevocably lost. Although we were more scrupulous in the selection of words that 200 years ago, when Fuller helped himself to a good word wherever he could find it, and in telling the story of the man whose young wife pulled out his gray hairs, while his old wife pulled out his black ones until he was bald, said that the young wife "ungray-haired" him. Odd as this word seemed, it was not more so than railroad and toubeat. The most awkward verbal forms which one could well imagine were those which indicated gender by prefixing pronouns, as hebear, ske-bear. The Germans had fabricated some very awkward words to do the work which we imported foreign words for. The homogenity of the German gave great philological value to its study, and it seemed to have led the Germans to their eminence in philology. Yet this led them to the employment of terms in science far more loose in their meaning then ours, and necessarily so since our technical terms, being imparted expressly, had to us only their technical meaning, while the German words had other meanings, Latitude and Longitude, meaning breadth and length, were applied to geography waen the earth was supposed to be flat, and longest from east to west. To us, latitude and longitude had only the meating of distance in degrees from the equator and a meridian. The Germans, instead of taking these technical words, used their own words for breadth and length, and now they would tell you that St. Petersburg was in 60 degrees of north breadth and in 28 degrees of east length from Paris. Here they lost more in neatness of expression than they gained in simplicity to their language. Science had committed some blunders of the same kind. Chemistry fixed upon the name of acid before she had discovered that there were acids which were not sour; and, queerly erough, she called the substance of which junk-bottles and pier-glasses were made, salts. If the Germans were able to get along with home-made words for the nouns, Geography and Astronomy, they were obliged to take the Greek adjectives. The German word grosse, as well as the English word greatness, and the Latin magnitude, were applicable only to large objects, and yet the Germans were obliged to speak of the greatness of animalcules, hundreds of which could be on the point of a pio. We, in speaking of the magnitude of such objects, used a word which was less awkward, because we didn't use it in the sense of greatness. In words, too, like anatomy, which to us had the precise scientific meaning which we gave them, and nothing else, we had decided advantage over the German way of building from native words some such structure as the dismembering art. So such words as carbon and oxygen were better than kohlenstoff, coal-sheff and Saucrstoff, acid-sheff. There might be some advantage in having separate words such as Erdkunde and Erdbeschreibung for Geography, but yet that was a question; by dividing we lost the cise in discrimination; a vocabulary so complete as never to exercise the sagacity of the reader would afford him very little training.

Mr. Marsh will devote his next lecture to a consider ration of the relations between words and the moral

and intellectual character and habits of those who

LOCATION FOR THE STEAM FIRE-ENGINES. The Committee on Fire Department of the Board of Aldermen had a meeting yesterday afternoon in rela-tion to the choice of a location for the steam fire-en-gines. Several insurance officers met the Committee, gines. Several insurance officers met the Committee, and orged the necessity of a temporary location in the lower end of the Park as the most convenient point, the fires requiring such engines being generally down town. There is one of the engines completed, which has been tried; another will be completed in three weeks; and the third, which is the one to be presented to the city by the fire-in-urance companies, will be ready in about a week. The city will, therefore, in the course of a month, be in the possession of three powerful steam fire-engines, and the necessity for immediate steps for a termovary house for them is appearent.

sance, from the fact of its being a resort for loafers, toleves and prostitutes. He heard the Mayor had objection as to its use for building purposes, however, and thought his Honor had better be consulted with

on the subject.

Mayor Tirmann, being requested to be present with
the Committee, compiled, and stated that there was
no one more in favor of the immediate introduction of
steam fire-engines than he was, but he was opposed to
the lower end of the Park being built upon. Any
temporary building might probably become permanent,
and it would disfigure the Park in that section of it,
but he was willing that a temporary building he but he was willing that a temporary building erected on the Centre-street side, between the prese engine house and the Hall of Records. He was of opinion that some one of the engine houses down town be fixed up as a permanent location for the steam ergines.

It was thought by some of the gentlemen present

that the Centre-street side of the Park would be in-convenient—there being cars passing all the time, it might be difficult to run the engines out when it was

MAYOR suggested that the front of the building The Mayor suggested that the front of the building might be on the Park, and that the engines could be run across the Park toward the required point. His idea about the Park was, as it was no longer a promenade, but a thoroughfare, to remove the fence surrounding it, and make roads in the necessary directions to facilitate the public, preserving, however, the grass-plate. It was the intention of the proper authorities to proceed without delay with the erection of a new City Hall.

insurance men and some officers of fire companies present, seemed to be of opinion that no other place down town would do so well for the fire engines as in the Park, and that there might be some provision made for them permanently in the basement-story of the proposed new City Hall.

To this the Mayor objected on account of the smoke becoming a constant nuisance to the offices throughout the onliding.

He was assured by the builder of the engines that

the smoke would not annoy anybody, for it could be carried off by means of a flue leading to the chimney. It was proposed to have one Engineer-in-Chief of the Engines constantly, and two others to spare in case of fire.

ghish Language, yesterday, principally to showing that, if there were many disadvantages in our h' ving th berrowed many of our words ready-made from the The Committee came to ne conclusion.

A report on the subject is promised for the next meeting of the Board. Romance, Latin and Greek, that method of expressing

MEETINGS OF FIREMEN.

DEATH OF CORNELIUS V. ANDERSON.

The Board of Engineers and Firemen of the Fire
Department met in Firemen's Hall last evening, Hanar Howard presiding.

Mr. Howard opened the meeting by announcing
the decease of Cornelius V. Anderson. He said:
Escineers and Foremen of the Fire Defartment: I have called you together this evening that

you may make suitable arrangements for attending the funeral of your late Chief Engineer, Cornelius V. Anderson, who was for twelve years the presiding who was for twelve years the presiding is Board. He died on Monday night, and will go to his grave covered with honors, earned in the public service. It is not my intention to deliver a enlogy on his character: I will leave that duty for a more competent friend of his to perform. I served the time prescribed by law as a fireman while he was Chief Engineer, and can testify to his ability as a fireman, his courtesy as gentleman, and his honesty as a public officer, locupled public positions for twenty-one years, a was most noted for his integrity and honesty. How was most noted for his integrity and housety. How, different his career from nearly all others holding public positions. His character was above suspicion, while they are obliged to appear is our public Courts every day, with an army of lawyers, taking advantage of any quibble to save themselves from close confinement, on account of indictments found against them for alleged transgression of the law, We have just cause to be proud that such a man as Cornelius V. Anderson commenced his career, and I may say originally and the same of the law, we have the same of the law, we have the same of the law of the law.

Anderson commenced his career, and I may say origi-nated, in the Fire Department of this city. Engineer John A. Chozzen after a touching tribute

Engineer JOHN A. CROZIER after a touching tribute to the personal worth of the deceased, offered the following resolutions, which were adopted:

Whereas, it has pleased an overuling Providence to call from our midst, in the prime of this life and usefulness, our belowed triend and associate, Cornellus V. Anderson, formerly Chief Engineer of the Fire Department of this city; and

Whereas, The Fire Department in nommon with the entire community, is called upon to mount the loss of the houses, truthful, warm-bearted pentleman; and,

Whereas, it is especially fitting that the firemen of the City of New York should publicly to stift their appreciation of his worth and services, and their profound sorrow at his decease;

erefore,

Esselved. That we have learned with emotions of pain and
strow of the death of Cornelius V. Anderson, our lamented and

carrier of the scatter of Courses the City of New-York is called monated Chief.

Resolved. That is his decrease the City of New-York is called atom to mourn the departure of one of its most worthy and head at clitical—in public office the honest, stern, myleiching friend of froth and justice, the faithful custodian of the city's rights and honest, the warm-bearted, impearing almourn of its chartle, and in private life the central aitraction in a large circle of friends, endeared to them by every the which hones, truthfai-

friends, enheared to memory regular pressure with enough community person and with ecould community.

Received, That in the death of our lumented friend, the Department has sociatined an irreparable loss. As a frience, by was the Bayari of the corps—wirrout fear and without represent. As an officer, ever the foremost where duty called him. And as its chief executive head, commanding the love, honor, and cherrial obedience of all who were privileged to serve under

Resolved. That we deeply sympathize with the friends and only of the decraved, upon whom the neavy hand of affliction descrees. Unit we deeply sympathize with the friends and family of the decrawed, upon whom the neary hand of affliction has been laid, and that white called on to mourn his loss, they not reward of a well-spent life.

Besulvad. That a copy of these resolutions, duly authenticated, to forwarded to the family of deceased.

Engineer Wessias presented the following resolution which was carried.

Engineer WENNAN presents.

itor, which was carried:

Resolved, That the Fire Department attend the funeral of our humerical ex Chief Engineer, and assemble on Thursday, 25th dist, at 11 o'clock a m, on Fourteenth street, fight resting on first, at 11 o'clock a m, on Fourteenth street, fight resting on the Chief of t at 11 belook a.m., or Fourteeman, at 11 belook a.m., or Fourteeman without tr in avenue. Officers to appear without tr in avenue.

Department without music, banners or bacges.

The Board then adjourned.

Subsequently, the Board of Representatives again met at the same place, DAVID MILLIKEN, esq., in the

hair.

Resolutions testifying to the worth of Mr. Anderson were offered by Win, Wickham, esq., and seconded by James Kelly and John J. Bloomfield. The Board then

A meeting of the Trustees of the Department was also held, at which similar action was taken.

The funeral will take place at noon to-day, from the
Methodist Church corner of Seventh avenue and Four-

COMMISSIONERS OF EMIGRATION. The Board met at the office in Worth street, yest day afternoon, the Hon. GULIAN C. VERPLANCE in the

The following resolution was presented: The following resolution was presented: Evalued, That a Special Committee, consisting of the President, and the Mayor of New-York, he appointed, and hereby au-thorized to take each legal measures as in beir judgment may be accessary and expedient against individuals as well as against Rackmond County, for the destruction of property at Quaran-tine.

teenth street.

Mr. Cunristhought the Commissioners should never have had anything to do with the Marine Hospital. The State ought to take care of its own affairs; the business of the Commissioners was simply that of pro-

teeting the emigrant.

The resolution was adopted.
Appended is the weekly statement:
Number of Emigrants arrived to November 17, 1859....
Number of Emigrants arrived since, to November 21.....

Number of Inmates in Institutions 1,079 1,763 1,305 37 pital....

1,837 32,155 19 rregate Receipts to Nov. 17, 1858.... \$175,678 90 ceipts since to Nov. 24, 1858, for comeccipts since to Nov.24, 1838, for com-mutation of alien passengers, &c..... 1,824 60— 177,502 99

AN ESCAPED LOCOMOTIVE.

\$183,019 22

A DESTRUCTION TURNED ASIDE.

Of all the words, by tengge or pen.
The excelect are, it might have been.
Between 5 and 6 yesterday morning, two passenger lecomotives going in opposite directions on the Little Miami Road, came in collision near the turn-table, a mile or so above the Front street depot. The engineers sow each other in time to "reverse," and and or both, sprang to the ground in anticipation of the shock, which, however, was not great, as neither was shock, which, however, was not great, as neither was incumbered by the momentum of a train. But the force of the collision jerked the throttle valve of the appared engine wide open, and before the engineer could regain his footing, it leaped backward with a frightful bound, and disappeared, city-ward, in the thick fog! Horror seized the men gathered at the spot, for the escaped monster was fired up for the Express run to Chilicothe, and roaring under a full head of steam. Right in its path, a mile below, were a hundred passengers settled on their cushioned seats in the Columbus Express, seen to leave the depot, and beyond these an unalarmed city of two hundred thousand sonis!

nd sonis! It was all with God. No power could follow after, and the doomed people were hardly warned by the trembling ground and the clank of insane machinery, before the visitation was upon them!

Fertunately, should we not say providentially, a switch under the arch of the depot that should have been open to the outgoing train had been left shut by been open to the outgoing train had been left shat by a negligent watchman, and the fieryiron comet, going now at seventy miles an hour, swept through the building, almost singing the faces of the horror-stricken subjects of a Passover in the crowded passenger cars on the parallel track—on, right on, through the eastern wall of the depot, and now, leaving the track, out upon the city! Fortunately, again the direction of the engine was aside from the crowded street, and led straight into one of those huge piles of some coal that at this season fill the yards of our fuel merchants. Into this—nearly fifty feety from the depot—the engine sailed, absoubly without from the depot—the engine sailed, absoutely withor touching the intermediate ground. Here it barse smill itself and wallowed in its own wreek until its fires ha

gone down and its steam quite spent.

People in Newport heard the unusual noise made by
the clung of the flying engine, and came over on the
terry-heat to learn the cause.

The Ticket Agent of the Little Miami, in attempting to describe the appearance of the locometive as it came through the depot, uses the most expressive parodox, "I saw a sudden noise go by, and all was still again."

exact circumstances of the collision are not The exact circumstances of the collision are not cassily learned. The Little Minni locomotive John Kugier was backing down from Pendleton Shop to take out the 6 a.m. express, and the Washington was going up to the Turnpike switch for the ears of the Marietta express, that followed the Columbus train Marietta express, that followed the Columbus train with an interval of fifteen minutes. The Kugler may have been a little in advance of its time, as it should have left the shops—three miles above the depot—at 5.30, and the smajority of the testimony makes the time of collision 5.23 to 5.30. On the other hand, it was incumbent on the Marietta engineer to keep out of the Kugler's way, and, moreover, the apparent force of the collision did not justify him in jumping from his engine. But it is not true that the latter gave his engine "steam after he reversed, nor that he was inexperienced on a becomptive. He (Waterhe was inexperienced on a locomotive. He (Waterman) was the regular engineer of the yard, or switching engine. It is likely that both engines were going too fast, considering the circumstances of time and the thick fog.

[Cincinnati Commercial, 17th. thick fog.